

CHAMPAGNE
MOET & CHANDON'S
DRY IMPERIAL ... 1 Doz. Quarts \$50
... 2 Doz. Pints 30
As supplied to
H. M. KING EDWARD VII.
SOLE AGENTS
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,036 號陸十寒零千肆萬壹第 日壹拾式月式年玖十二緒光 HONGKONG. THURSDAY, MARCH 19th. 1903 聖年福 號玖十月參年零百九仟壹英港香 PRICE, \$3 PER MONTH

A. S. WATSON & CO. LIMITED.

We are supplying BREWED GINGER BEER in Stone Bottles.

OUR GINGER BEER is prepared from the freshest and best ingredients. Is the only GINGER BEER in the Colony that is really BREWED. Is of the highest standard of excellence and purity. Is a refreshing and health-giving beverage.

Price (in Stone Bottles), per dozen 32.25

\$1.50 per dozen is allowed for the bottles when received back at our Factories in good condition.

A. S. WATSON & CO. LIMITED.
Brewers of Ginger Beer, and Aerated Water
Manufacturers.
ESTABLISHED 1841. [a1545]

CUTLER, PALMER & CO.'S

PRICE \$11.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a166]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.
7.30 a.m. to 6.00 a.m. Every 10 minutes.
8.00 a.m. to 6.30 a.m. Every 15 minutes.
8.30 a.m. to 6.30 a.m. Every 10 minutes.
9.30 a.m. to 6.00 a.m. Every 15 minutes.
10.30 a.m. to 6.45 a.m. Every 15 minutes.
12.45 p.m. to 6.45 p.m. Every 15 minutes.
1.15 p.m. to 6.45 p.m. Every 15 minutes.
1.45 p.m. to 6.45 p.m. Every 15 minutes.
2.15 p.m. to 6.00 p.m. Every 15 minutes.
3.45 p.m. to 6.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
7.00 p.m. to 6.00 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 8.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS on Week Days
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 88 & 40, Queen's Road Central.
JOHN HUMPHREYS & SON,
General Managers,
Hongkong, 1st October, 1902. [a2812]

VICTORIA CYCLE

EMPORIUM.
THE pleasure of cycling consists in having a first-class machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in Second-hand Machines. Repairs executed with promptitude and skill.

Enamelling a Specialty.
McKIRDY & CO.,
43 & 44, Queen's Road East.
Hongkong, 4th April, 1901. [a2534]

MACLAREN'S IMPERIAL CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).

Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS,
Hongkong, 22nd October, 1902. [a280]

RESIDENTIAL PROPERTY FOR
SALE AT FOOCHOW.

PRELIMINARY NOTICE.

WE are favoured with instructions to offer at Public Auction (at a date to be named later), the commodious and very desirable Property known as
易 "KOON YEC" 公

the residence of the late W. P. Galtor, Esq. The house, which is in first-class repair and standing in a pleasant garden, has a noble entrance hall, large double drawing-room, excellent dining and breakfast rooms with large pantries, two large and two small bedrooms with bathroom to each; also wide verandas on every side.

There is good stabling, excellent boy and cook quarters; also washing house and small conservatory.

The Premises may be viewed by card only on and after Wednesday, the 18th March, 1903.

Apply to H. S. BRAND & CO.,
Auctioneers, etc.
Foochow, 6th March, 1903. [a280]

LANE, CRAWFORD & CO.

NEW STOCK OF ENGLISH SADDLERY.

PIGSKIN SADDLES FROM 6 TO 12 LBS.
RACING SADDLES 3½ LBS. POLO SADDLES 7 LBS.
NUMNAHS AND WEIGHT CLOTHS.
BRIDLES. GIRTHS. SPURS. BITS.
STIRRUP IRONS AND LEATHERS
RIDING WHIPS, &c.

LANE, CRAWFORD & CO. [a24]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

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Hasell's Annual 1903. 3.00

Fitman's Shorthand Dictionary. 3.50

Chinese Conversation Grammar, by Mott. 5.00

The Wizard's Light by Hocking. 2.10

The Egregious English, by McNeill. 1.75

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WHITE WOOD OR MAHOGANY BATS; ALSO WITH SKIN OR GUT BATS.
EGYPTIAN CIGARETTES.
WILL'S CIGARETTES.
LADIES' BOOTS AND SHOES.
GENTLEMEN'S BOOTS AND SHOES.

NEW STOCK NOTE PAPER AND ENVELOPES IN GREAT VARIETY.
BEST MAKERS.

A SOLDIER'S LOVE STORY: A ROMANCE OF HONGKONG, by Mr. R. F. JOHNSON. Price \$1.00.

[a33]

AQUARIUS

"MERE FILTRATION IS, AS PEOPLE ARE NOW BEGINNING TO UNDERSTAND, QUITE INEFFECTUAL FOR DESTROYING THE WORST ORGANISMS THAT WATER MAY CONTAIN."—"DAILY TELEGRAPH."
THE AQUARIUS COMPANY USE PURE TREBLE-DISILLED WATER ONLY IN THE MANUFACTURE OF ALL THEIR TABLE WATERS.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS, HONGKONG AND CHINA.

Hongkong, 11th March, 1903. [a35]

TABLE DELICACIES

JUST RECEIVED

FRESH CHEESE LIMBURGER, STILTON (IN JARS). MCLAREN'S (IN JARS).

GRUYERE, CAMEMBERT, NEUFCHATEL, ROQUEFORT.

YOUNG'S AMERICAN.

FRESH SALAMI, SAUCISSON DE LYON, CERVELAT, WURST.

SALT HERRINGS, SALT MACKEREL, SALT SALMON, BELLIES, SARDELLEN.

SALT FAMILY BEEF, SALT CLEAR PORK (IN SMALL KEGS).

SARDINES (BONELESS, ALL KINDS). LEMONS, PICKLES, OIL, BUTTER

TOMATOES, &c.

CONFECTIIONERY (ALL KINDS). DATES (STUFFED WITH WALNUTS).

RAISINS, FIGS, ALMONDS, NUTS.

Apply to

G. GIRAUT. [a40]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the underlined:—

SUPERB OLD COGNAC, \$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY, \$12.50 PER CASE.

THE ELITE OF WHISKY—THE "PALL MALL," \$22 PER DOZ.

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNQUELLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

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DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & Co., 174, QUEEN'S ROAD, HONGKONG. [a38]

THE CHINA LIGHT & POWER CO. LTD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to THE MANAGER OF WORKS AT HUNGKOM; [a426]

SHewan, Tomes & Co., General Managers.

THE SILVER STANDARD AND THE STRAITS CURRENCY QUESTION, by AUGUST HUTTENBACH. \$1.75

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WATERS.THE WATER used is THE PUREST
that can be obtained, and is skilfully FIL-
TERED ON THE MOST SCIENTIFIC
PRINCIPLES.THE MACHINERY employed is of the
latest design and most approved type.THE BEST INGREDIENTS only are
used,GUARANTEED ABSOLUTE
PURITY.

ENGLISH EXPERTS

Manage our Factories, and their practical
knowledge and constant supervision enable
us to produce waters of unrivalled excellence
and purity.A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINT-
MENT TO H.E. THE GOVERNOR AND
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All communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
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Orders for extra copies of DAILY PRESS should be
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hour the supply is limited. Only supplied for cash.
Telegraphic Address: PUAS. Codes: A.B.C. Captain's
Lieutenant's
P.O. Box, 33. Telephone No. 12MARRIAGE.
On the 18th March, at St. John's Cathedral, by
the Rev. F. T. Johnson, WILLIAM SCOTT HOWBURN,
son of the late HENRY HOWBURN, formerly Art
Master, Technical College, Huddersfield, York-
shire, to LETTIE P. KING, daughter of G. J. W.
King, Public Works Department, Hongkong. [S93
DEATHS.On the 2nd February, at Leyton, Blackpool,
Lancs., England, BEATRICE EVELYN, the beloved
daughter of JOHN MILLIS, Hongkong, aged 14
years and 3 months.On the 17th March, at Bombay, HOMERSON,
MCKEEWAN & MINTON, Messrs. Framjee,
Hormusjee & Co. Deeply regretted. [D90]On the 11th March, off Woosung, JAMES CAM-
BELL ARTHUR, late master U.S.N.C. Pompey, aged
9 years.The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, E.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th March, 1903.

ONE of the most marked phenomena in
China, especially since the beginning of the
new century, is the very rapid growth of the
European populations, not only in Hong-
kong but in an even more marked degree in
the northern ports. The most remark-
able instances of this growth are to be
noticed in the ports of Shanghai and Tien-
tsin. This growth of the foreign populations
is accompanied by another change not less
characteristic of the new conditions under
which the foreign residents live. It is not
so very many years since the great bulk of
the foreign inhabitants came to China
merely as birds of passage to make a
temporary sojourn, and each expected after
a few years to return to his native country,
having in the meanwhile obtained a com-
petence, sufficient to keep him in at least
moderate comfort for the remainder of his
life. The process was essentially wasteful,
and there is little doubt that the large
sums of money thus withdrawn from the
working capital of the country had a more
or less detrimental effect on its general
trade. At all events they prevented thelocal growth of foreign industry, and had a
deterrent effect on the wellbeing of the
several communities. Partly as a natural
sequence of this state of affairs it became
more difficult to pile up the necessary
capital to enable those engaged in local
business to retire, and so by the mere force
of circumstances a continually increasing
number of those engaged in the trade of
the port found that, "will they or will they,"
they had to make up their minds to make
China their permanent home. In addition to
these another class of people commenced to
arrive, who with no very important ties
with the old country found they could make
themselves very comfortable in China as a
permanent place of abode; both these classes
married and had children, and the children
with no memories of home apart from China
soon commenced to make their presence
felt. To avoid their becoming a burden to
the communities, they had to be educated,
and as in many cases their parents could
with difficulty bear the burden of sending
them to Europe, it became necessary to
provide means for educating them on the
spot. The consequence is that of the now
large number of foreign residents in Hong-
kong and China a continually increasing
number are China born, have become
thoroughly acclimated, and have settled
down into a home life on the spot. The
British race has fairly thriven amidst its
new surroundings, and certainly exhibits
no signs of physical decadence; in fact so
far as physique is concerned the Anglo-
Chinese, especially those brought up north
of 30 north latitude, will bear favourable
comparison with their fellows in any part
of the world.It becomes then an interesting question
to enquire how far socially these new
populations compare with their predecessors.
Do they in fact keep up the old traditions,
or do they exhibit any tendency to become
assimilated with the natives of the country,
and follow the footsteps of the early
Portuguese, or become mere hewers of wood
and drawers of water? A visit to any of
the ports will apparently answer the
question in a satisfactory manner. It is
curious to notice that while the style of the
new buildings being erected everywhere for
the accommodation of the new residents is
undoubtedly changing, the change is in the
direction of a closer assimilation with home
ideas of comfort; family life is becoming
more of a reality, but the style exhibits no
tendency to deteriorate, and the modern
buildings at any of the ports, while display-
ing a greater adaptability to the immediate
wants of the occupants, are not a whit
inferior either in size or expense to the
older residences. If we enter to find the
same rule prevailing; the furniture and
appointments, if on a less grandiose scale,
are on the whole more refined and in better
taste, and certainly show no trace of
deterioration either in quality nor in ex-
penditure. China is in fact following in
the footsteps of the colonies, and the new
communities while they have come to have
a local tinge, are in no respect in imperial
matters one whit behind the most imperial
of the colonies. This, which is well shown
in Hongkong, is if possible even more
marked in Shanghai, where long lines of
streets of handsome foreign residences are
everywhere rising. So great has been the
demand that the foreign population has
within the last five years increased some
fifty per cent, and this has so taxed the
limits of the Settlements that within the
last twelve months the Municipality has
actually had to open out no less than twenty-
three miles of new streets. From Tientsin
similar reports of the briskness of the
foreign building trade come to hand, and
the foreign population till lately numbered
only by hundreds is now expanding into
thousands. In Shanghai the foreign
population already is estimated at some
7,500, and is increasing so rapidly that not
withstanding the number of new buildings
going up they are still far from being equal
to the demand. More noteworthy even
than this is the fact that foreign populations
are increasing in these cases in a more rapid
rate than the Chinese, so that there is
actually a tendency for the former to
encroach on businesses formerly confined to
natives. There is no doubt that much of
this is to be attributed to the natural
revulsion after the affair of 1900; still it is
satisfactory to be able to show that the first
and most marked result of the almost heroic
effort of the Chinese Government to get rid
of what it was pleased to look on as the
foreign incubus has been actually to
strengthen the permanent foreign hold on
the Empire, and afford new openings to
western enterprise.The French mail of the 14th February was
delivered in London on the 14th March.Two U.S. warships arrived yesterday—the
Oregon from Woosung, and the Helena from
Manila.Dr. G. H. Morrison, the Times Peking
correspondent, left for Shanghai by the C.P.R.
at Atherton yesterday.Dr. Francis Clark, Medical Officer of Health,
left yesterday by the Hamburg on a year's leave.Mr. Chan Hewan has been appointed manager
of the China Merchants' Steam Navigation
Company.The death is announced at Singapore of
Mr. J. H. Bird, a well-known American
merchant.The Statistical Secretary of the Maritime
Customs estimates that the Chinese in California
alone remit to China a sum of \$30,000,000
(gold) per annum.At the ordinary annual meeting of the
Yangtze Wharf and Godown Co., Ltd., Shang-
hai, a dividend of 12 per cent, equal to
Tls. 12 per share, was declared.A Tientsin contemporary mentions that a
gentleman just returned from home and who
made both the homeward and return trips via
Siberia, speaks in the highest terms of the ser-
vices of the express trains.The weather report issued from the Observa-
tory at 11.50 yesterday stated that the monsoon
in the Formosa Channel was decreasing, and
that a moderate monsoon was blowing over the
north part of the China Sea.A pretty wedding took place at St. John's
Cathedral yesterday between Mr. Wm. Scott
Borrows, and Miss Letitia P. King, daughter of
Mr. G. J. W. King, P.W.D. The Rev. F.
T. Johnson, M.A., officiated. The happy
couple left by the Hamburg later in the day for
England.To contradict the report that Russia is about
to issue a new loan, M. de Witte, the Finance
Minister, has issued the following statement:—
"In order to prevent misunderstanding it is
necessary to state that during the current year
the Russian Government will conclude no loan
on any foreign market."The Commissioner who has been appointed to
proceed to China to investigate Chinese labour,
with the view of its employment in the mines
in Johannesburg, left for London on the 22nd ult.
From there he will go to California, to
enquire into the methods of working the
Chinese in that State.Judgment has been given in the Manila
Courts in favour of Mr. E. C. McCullough for
\$24,169 against Messrs. R. Aenels & Co. being
described as the difference between the value of tobacco
described upon an inventory and the value of the
tobacco actually delivered when the Maria
Christina factory changed hands.Among the passengers by the Austrian Lloyd
steamer *Franz Ferdinand*, which arrived here
on Tuesday morning, was Mr. E. E. Bellis, C.M.G., who came on by her from Singapore
in completion of his journey out by Calcutta
and Bhamash. Mr. Bellis has been absent
from the Colony about three years.During the twenty-four hours ended at noon
yesterday four plague cases were "dumped" in
various parts of the Colony. One was found
on the footpath at No. 7, Stanley Street; one
at Shing Wong Street; one between Swatow
and Amoy Lanes; and one in McGrover Street.
The total for the year is now brought up to 81.Mr. William Crozier, editor and proprietor
of the *Manila American*, has been convicted
in the Criminal Court of Manila of criminal
libel. He was convicted of libelling Major-
General George W. Davis, United States Army
and the Commanding General of the Division
of the Philippines. Sentence was deferred.Mr. Brongh in a farewell speech at the fall
of the curtain on Tuesday evening, alluded to
the need for improvements in the Theatre. He
mentioned that a well-known resident "not in
the tea trade" was interesting himself in the
matter, and expressed the hope that the im-
provements would have been carried out by the
time the Company returned to the Colony. The
Broughs sailed for Shanghai yesterday by the
Athenian.Senhor M. de Oliveira Lima, Brazilian
Charge d'Affaires in Tokyo, and Mrs. Lima
were among the passengers who left yesterday
by the German mail steamer *Hamburg*. Senhor
Lima is on his way to Peru, where he has been
appointed Minister. During their short stay
in this Colony, Senhor Lima and wife were the
guests of Senhor Conselheiro Romao, the
Brazilian Consul in Hongkong. Mr. Leiria,
the Vice-Consul, accompanied them to various
parts of the Colony sight-seeing.Mr. H. L. Ferrers, barrister-at-law, who has
been practising for a short time in Hongkong
will leave for Penang on Saturday by the a.s.
Laisang, to assist with the editorial work of the
Straits Echo, a new paper which is being started
there by a Chinese syndicate. Mr. Ferrers
does not intend to give up his own profession
entirely, but will practise there as a barrister
and thus combine law with journalism. Mr.
Ferrers during the short time he has been here
has made numerous friends, and the good wishes
of many will go with him.The following appointments are mentioned
in a San Francisco contemporary.—Mr. H. A.
Jerome, for years purser of the Pacific Mail
liner *China*, has been appointed to the same
position in the new and fast steamship *Siberia*,
sister ship of the *Korea*. Mr. A. M. Thomson,
formerly of the *City of Sydney*, more recently
of the *Korea*, is to be purser of the *China*.
The duties of the position in the *Korea* and
Siberia, the paper remarks, are much heavier
than in any of the other liners, owing to the
larger number of passengers and greater
responsibilities placed upon the purser. As in
the big Oceanic liners, the purser is allowed
no clerk, and has to perform all the work of
his office without assistance.

TELEGRAMS.

REUTER'S SERVICE.

MR. CHAMBERLAIN RECEIVED BY
THE KING AND QUEEN.

LONDON, 16th March.

Mr. Chamberlain was received by the King
and Queen at Buckingham Palace yesterday.RUSSIA AND THE MACEDONIAN
REFORMS.

LONDON, 16th March.

In consequence of the objections of Russia
to German Officers, the Sultan has authorised
the engagement of Swedish and Norwegian
instructors for the Macedonian gendarmerie.

THE SOMALILAND EXPEDITION.

LONDON, 16th March.

The Mullah is now within a triangle, three
angles of which at Galkayn, Damot and Bari,
are co-operating. The Abyssinians occupy
Bari.THE "TIMES" ON THE
GOVERNMENT.

LONDON, 16th March.

The *Times* remarks that despite the popu-
larity of the Premier the confidence of the people
in the Government is slipping away. Mr.
Chamberlain may be able to prevent a rot set-
ting in among the ministerialists both in and
out of Parliament; if so he has not come back a
moment too soon.

KOWLOON INSTITUTE.

The usual weekly entertainment in the above
Institute took place on Tuesday. Notwith-
standing the unfavourable atmospheric con-
ditions, the hall was comfortably filled. Mrs.
Woodcock submitted an excellently varied pro-
gramme, consisting of piano, cello, and vocal
solos, a duet, and a rée. The following took
part:—Mesdames Jeffrey, Piercy, and Wood-
cock; Messrs. Küng, T. H. Reid, Edwards,
and Coster. Miss Harker rendered the accompaniments acceptably, besides playing
two solos with remarkable proficiency.

MURDER IN SINGAPORE HARBOUR.

The a.s. *Kutsang*, Capt. Payne, arrived at
Singapore from Hongkong on the 11th inst.
with 597 Chinese coolies, men and women, and
anchored at the quarantine station. About 7.20
p.m. three of the Chinese coolies, the *Straits*
Times says, commenced fighting for a sleeping
place on one of the hatches. They soon came
to blows and two of them assaulted the other
one, one of them kicking him in the stomach.
The man who was kicked fell down and expired
in a few minutes. The ship's officers arrested
the two men, handcuffed them, and handed them
over to the police.

LONDON'S NEW THOROUGHFARE.

At a recent meeting of the London County
Council a chorus of approval, unmarred by a
single dissentient, met the suggestion of the
General Purposes Committee that the name of
the new Holborn-Strand street should be
"Kingway," and that the crescent at the south
end should be called "Aldwych." Mr. Sidney
Low congratulated the committee upon the
happy settlement of this interesting question.
It was all the more satisfactory when they
remembered the unfortunate names previously
suggested to the Council. One part of the
community would not have been able to pro-
nounce King Edward VII. Street, and others
would be unwilling to pronounce "Gladstone
Crescent." It would be a misfortune, he thought,
to give a great improvement like this a distinctly
political significance, as it might be followed up
by a Campbell-Bannerman Street, an Asquith
Avenue, a Lloyd George Garden, and a Mac-
nara Parade. This statement was greeted with
laughter and cries of dissent.

THE FRENCH NAVY.

The *Temps* has been reading the remarkable
articles contributed by Sir William White to
the *Times*, and has been moved to discuss the
conclusion to be deduced there from in connec-
tion with the principles laid down in M. Camille
Pelletan's recent speech on the naval estimates.
As is well known to specialists in England,
the French naval programme of 1900 provided
for the construction of an armoured cruiser,
the *Ernest Renan*, on plans identical with
those which had served in the case of the
Gambetta and the *Victor Hugo*. Since then
the plans of the *Ernest Renan* have been
changed. From a vessel of 12,500 tons capable
of a speed of 22 knots she has become
a vessel of 13,562 tons with a speed of 23 knots.
The question that arises, according to the *Temps*,
is whether the French Budget is rich enough
to warrant the construction of a cruiser the
advantages of which—namely, that she gains
in speed 1.882 metres per hour—are counter-
balanced by the disadvantage that she costs
3,000,000 francs more, spends 30 francs more
per hour, and carries 220 kilos less of shells. For
in the opinion of the *Temps*, speed, which M.
Pelletan thinks the resource of the weaker Power,
is, on the contrary, advantageous particularly to
the stronger—that is to say, to the richer Power.
The criticism is a telling and suggestive one.

SUPREME COURT.

Wednesday, 18th March.

IN CRIMINAL JURISDICTION.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).THE "KIRKHOUSE-BRIGHTHIRE" CASE.
Fourteen seamen from the Glasgow sailing
ship *Kirkhouse-Brighthire* were charged on remand
with disobedience of orders and neglect of duty.
They were defended by Mr. H. N. Ferrers,
and were defended by Mr. M. W. Shad, barrister-
at-law.

The following jury was empanelled:—Messrs.

C. M. Remedies, G. Richardson, H. Haynes,

J. T. M. Wheeley, C. B. Thomas, H. F.

Carmichael and C. H. Grace.

The jury to whom the well known story of
the crime was told by the witnesses in the case,
returned a verdict of guilty.

His Lordship sentenced the prisoner to

death.

THE DES VOEUX ROAD AFFAIR.

Leng Kwei and Fok Pan were charged with

murder, to which they pleaded not guilty.

Hon. Dr. Ho Kai appeared in their defence.

nothing beyond advising him to cable to the Governor of Hongkong, which he did, and received a reply by cable advising him to apply to the British Consul at Saigon. Neither the Consul at Saigon nor the Consul at Pekhioi could do anything, however. None of the defendants ever said anything about the ship not being seaworthy except McIntyre, who remarked: "You know, captain, the ship touched bottom in Hainan Straits." With regard to Hughes being sick, the man was examined by two French army doctors, who said that although he was not a robust man he was quite fit to perform ordinary work about the ship. Witness knew nothing about Hughes having been ill-treated by the boatswain. On several occasions he asked the defendants to resume their work, and said he would forgive them if they did so and took the ship to Rangoon. This offer, after half-an-hour's consideration, they refused. Their action had cost the ship and the witness a great deal of expense, the total up to the 17th inst. amounting to £3495s. 2d., increasing every day. There was a balance of wages due to each defendant, amounting in the aggregate to over £250.

His Worship—Is there any chance of a settlement between the parties?

Mr. Ferrers—Well, I don't know, your worship; the ship does not seem to be in a seaworthy condition.

Several of the defendants—No, sir; we won't go back.

Cross-examined by Mr. Ferrers, witness said he heard that Hughes had served in South Africa, but was not aware that the rheumatics in the man's shoulder resulted from his campaigning. Witness never offered him \$20 to leave the ship. When he offered to lock the boatswain up in his cabin, he did so to facilitate, if possible, the getting away of the ship, and did not mean to imply that the boatswain was in the wrong. He did not consider that the boatswain was in the wrong. Describing the weather during the voyage, witness said it was variable, but never really heavy. Off the Philippines a squall carried away the fore topgallant mast and the main topgallant mast, and in clearing away the wreckage a small boat lying on the main hatch was stowed in; this boat, however, was not a ship's boat. The vessel touched bottom in the Hainan Straits, but sustained no damage and made no water. Mr. Ferrers asked if it was the case that the witness was habitually under the influence of liquor on board the ship, and received a denial. Mr. Ferrers pressed the point, and suggested that the entries made by the witness in the log-book were not those of a sober man. The handwriting was very bad in places, remarked counsel as he handed up the book for the magistrate's inspection.

His Worship (after an examination)—The handwriting strikes me as being very good indeed.

Continuing, witness said that when he arrived here he went to the Harbour Office to make his complaint. The Harbour Master was out, but he saw the Assistant Harbour Master who told him to wait. After waiting for two hours Commander Rumsey appeared, but absolutely refused to see him. "Isn't he supposed to assist me?" went on the witness. "I told the second Harbour Master to tell the Harbour Master that the master of the *Kirkcudbrightshire* wished to speak to him, but he refused absolutely to see me—said he could not see me." The witness then described his journey to Jardine Matheson's, from Jardine Matheson's to the Harbour Office, from the Harbour Office back again to Jardine Matheson's, and then to Mr. Hastings, his solicitor—all this to have his complaint looked into.

Another effort was made to have the case settled out of Court, but the defendants reiterated that the ship was unseaworthy and that they would not go back in her.

In answer to Mr. Hastings, witness said the ship was marked A1 at Lloyd's.

Daniel Henderson, the boatswain, said that on 4th March the defendant James (a coloured man) was scraping the ship. Witness was standing on the rail, and saw him "skylarking" with some women in a sampan. He told James to get on with his work, and James called him a certain name and said he would not work for him. Witness told him to come off the stage if he was not going to work, and James left the stage and came on deck. He pulled out his knife and tried to stab witness, who caught his wrist and held him till the knife was taken away from him by an apprentice and thrown over the side by the captain. James then seized an iron bar and attempted to strike the witness, but struck the chief officer instead. The bar was taken away, and James thereupon bit the witness in the thumb, and was given a good thrashing in return. Hughes was another who abused the witness. He called him everything he could lay his tongue to, and said he was not James—if he took out a knife he would use it. Witness caught him by the shoulder and shook him, but did not strike him. He never struck Hughes at any time, and had had no previous quarrel with him.

By Mr. Ferrers—The ship had "smeared the ground," but she was in good, seaworthy condition, and witness would go with her anywhere. There were two lifeboats on board sufficient to carry all the crew. He knew the defendants wanted to have him tried, but for what he did not know. He had never heard them suggest that the ship was unseaworthy, and, if it was, he was quite willing to leave the ship. He was satisfied with his job, and did not see what there was to grumble at. There was plenty to eat. (Laughter from the defendants.)

Griffith Griffiths, the chief officer, described the knife and iron bar incidents, and said he told the boatswain to give James "a thorough good thrashing," which he thought he deserved. The boatswain took him at his

word and thrashed James. Next day the defendants refused duty, and said they would not work until the boatswain had been tried in a court of law for ill-treating Hughes. That was the only reason they gave for their action; they said nothing about the condition of the ship. The boatswain had never ill-treated Hughes, but Hughes had abused and threatened the boatswain, and warned him once—"Wait till it gets dark and I'll rip you." Hughes was drunk many a time, and witness carried him to his quarters twice.

Mr. Ferrers read a long list of damages done to the ship in the storm off the Philippines, and said it seemed to him that everyone on board was in imminent danger of being drowned. For four days the crew were engaged in clearing away wreckage from astern, but with it all, and in spite of her labouring and the heavy weather she experienced, the ship was quite seaworthy, witness said. Mr. Ferrers suggested that she sustained damage by being "nearly ashore" on the way up the river to Hongkong, and got the reply that the river was so narrow that even when a ship was in the middle of the stream, in deep water, she was nearly ashore.

This concluded the evidence, and Mr. Ferrers and Mr. Hastings addressed the Court on behalf of their respective clients.

His Worship said he found the charge against the defendants fully proved. With reference to the suggestion of the defence that the ship was unseaworthy, there was not a tittle of evidence to support that suggestion. The evidence was all the other way, and he was quite satisfied that the ship was in a seaworthy state. The case was one of the worst possible kind and he felt it his duty to inflict the maximum penalty of the law. Each defendant would be imprisoned and kept to hard labour for twelve days and forfeit 78 days' pay.

James (the coloured defendant)—Can we say something, sir?

His Worship—No, you may not say anything. Let the defendants be removed from Court.

ANGLO-GERMAN CO-OPERATION IN CHINA.

SPEECH BY SIR EDWARD GREY.

Sir Edward Grey, M.P., who was Under-Secretary for Foreign Affairs in the Rosebery Administration, in the course of a recent address to his constituents alluded to Great Britain's co-operation with Germany in Venezuela and China. His references to China are contained in the following paragraph:—

He was not a poet, and if he had the gifts of a poet he would not use them to try to promote bad blood between any two European countries; but he must say that he was not surprised that co-operation with Germany was not popular in this country at the present time. (Cheers.) The memory of the feeling which was displayed in Germany with regard to ourselves so very recently was still fresh in our minds; and it must be remembered that however friendly one Government might be towards another, unless there were real friendship between the two peoples neither Government could depend upon the other for support and alliance. (Renewed cheers.) But there was more than that to bear in mind. We had to bear in mind that the present British Government had again and again engaged in co-operation with Germany in different parts of the world, and he did not think that the co-operation had been satisfactory. We put our troops in China under command of a German general. We accepted the command of the German general more fully and more thoroughly than did any other nation. He did not think that was satisfactory with regard to the position of our own troops in China. We entered into an engagement with Germany which was understood to mean that we would co-operate with her in securing the "open door" in China, at any rate on the coast, in the rivers, and in the ports. We thought that was a general arrangement which was to operate over the whole coast of China; but it was interpreted in Germany, not as being a general arrangement applying to China, but as being something which applied to the Yangtze. That meant that the agreement was to apply where British commercial interests held the field in order to put German competition on an equal footing with British commercial interests, but was not to apply where German interest already held the field.

Manchuria was apparently regarded in Germany as a dead letter altogether. That sort of co-operation was not business. That sort of bargain was a one-sided bargain. (Cheers.) Wherever we and the Germans met in any part of the world he was all for being conciliatory, and for discussing our interests perfectly frankly, and for dealing with them at least in as friendly a spirit as with any other nation in the world; but we had hitherto cultivated our good relations with Germany at the expense of our good relations with Russia and with France, and we were now cultivating them at the expense of, or at any rate at the risk of, our good relations with the United States, with whom, above all others, we wished to be friends. (Loud cheers.) He had dealt with this matter because it was exceedingly important that our Government, being committed to co-operation with Germany, were bound to go through with it. They must handle it as tactfully as they could. One did not want them to go back upon their word.

Public opinion was, however, he was glad to say, passing upon our Government that they must not pledge their word again lightly in a matter of this kind or involve us again in the risks in which they had involved us this time. (Cheers.)

PIRATES ATTACK A MISSIONARY BOAT.

TWO PIRATES SUPPOSED TO BE KILLED.

The following account of a piratical attack on a missionary boat is given in the *Shanghai Mercury*:—

Chentu, Szechuen, 6th February.

As you will no doubt have heard of our being attacked by pirates at Mo Tze-chang and of the result of the attack, I feel I ought to let you have a few lines stating the real facts. On the morning of the 28th of January about 4 a.m. we heard a boat rowing, and, thinking it was an early passenger boat, we paid no attention. But as we had arranged to have early breakfast to let the captain transfer some goods, as we were too heavy to get up the rapid, we called our boy to light the fire. The rowing ceased, but by the time the fire was alight it commenced again. We, thinking it was another boat passing, paid no attention, but concluded it must be later than the captain. Just then the boat came crash alongside: a great row ensued, but we thought it was our boatmen quarrelling with the other boat for running into us. Before we had time to hear what was really the trouble three big, burly, well-dressed fellows rushed into our sleeping apartment. Lifting the curtain, they stood not three feet from us. I at once jumped out of bed, when the man nearest struck at me with a sword, but fortunately it caught in the curtain and he missed me. Before he had time to repeat, I seized my rifle and brought the barrel over his shoulders. The blow rather staggered him, and he made for the front room followed by his companions. I followed too, plying my rifle over their heads and shoulders. On entering the front room I found five chaps awaiting me. They stood for a second but finding the rifle barrel heavier than they had bargained for, made for the outer door. On going out one of them with a backward stroke of his sword struck me on the nose, cutting the nasal artery. The blow brought me to my knees, but he, not knowing what he had done, rushed on. This gave me time to get the case off my rifle. On going outside I found about 20 or 30 men. Striking right and left with the barrel of my rifle, they made for their boat, which was held alongside. On reaching it a shot was fired in my face but did not hit me, whereupon I opened my Winchester and fired three shots into their boat. They at once let loose and I knew from the "Ah ya! Ah ya!" that was called out as they drifted away that some one was hit, but just what damage was done we did not know. I at once returned to the inner room, where Mrs. Ferguson and Florence, my daughter, were, now quite weak from the loss of blood, for my wound was bleeding profusely all the time. Mrs. Ferguson soon got the wound washed and bound up. Then she and Florence went aboard the boat which had come alongside, and so were ready to drop down the river if they should return in larger numbers, for we hardly knew what to expect, since on the shore in a semi-circle around our boat were lights. The natives said they had a guard placed in case anyone should swim ashore and escape to report. I think more likely it was to help to carry off the spoil they were waiting for. However, there were about ten lights on the shore, but they went out or disappeared shortly after the boat drifted off. Two shots were fired by the pirates in all, but neither of them did any damage to any of us. Not one of our boat crew moved out of their beds all the time, and it was all over before the captain and the others from the back came out. Every one was frightened half to death. Our boy, who was up lighting the fire, was compelled not to speak, under the penalty of having his head cut off, and he concluded better our heads than his, so let them come right in on us without warning. Next day we learned that they did not stick to their boat very long, and that all our fears of their return were groundless; they had quite enough of it. We were sorry to hear of the sad fate that befel two of their number, and to feel that we had shed blood and, if the report was true, had taken life, for it is stated that two of them were left in the boat, one shot through the neck the other through the shoulders, while two more were wounded. Yet it was a matter of life and death to us, and I did not fire until after I was fired on, and when they fired the shot I did not know how many more were to follow or what might be next.

I reported the matter at once to the Pao Chen and also to the Kiusingfu. On arrival he at once took the matter up and sent out soldiers, twenty in disguise and twenty armed, to hunt them out. I have not heard yet the result. Now my wound is almost well and I feel little worse for it, and soon hope to have nothing more than a scar to remind me of the adventure. Mrs. Ferguson's nerve received a considerable shock, but we trust the effect of it will soon pass away. Most people feel it will be some little time before they attack a boat with foreigners on again. I hope it has this result.

W. N. FERGUSON.

THE SPANISH-AMERICAN WAR.

SUCCESSFUL CLAIM BY SPAIN AGAINST CYLINDER SHIPBUILDERS.

The Court of Sessions at Edinburgh, on the 17th ult., awarded the Government of Spain £26,500 in the action begun there on January 9th by the Spanish Minister of Marine, Sanchez Toes, to recover £75,000 from the Clydebank Engineering & Shipbuilding Company, because of the Company's failure to deliver in contract time four torpedo-boat destroyers, which had been intended for use during the Spanish-American War.

Lord Kyllachy, the presiding Judge, said he thought it more probable that if Spain, even in the spring of 1897, had been in a position to establish a really effective blockade in Cuba against the unloading of munitions of war, the insurrection might have been crushed and American intervention have been avoided. He therefore allowed Spain £2500 a week for the 135 weeks delay, to which she was entitled under the contract.

A BRITISH MINISTER OF COMMERCE.

A conference to discuss the question of the appointment of a Minister of Commerce was held last month at Southampton, under the auspices of the Chamber of Commerce. Later there was a public meeting held. Dr. Milner White, president of the Southampton Chamber of Commerce, presided at the conference, and he was supported by Mr. Louis Sinclair, M.P., the mayor and sheriff of Southampton, Poole, and other Chambers of Commerce. The president said that too much importance could not possibly be attached to the office which represented the trade and commerce of this great nation. We boasted that we were a nation of shopkeepers and, while we welcomed a high state of efficiency in the War Office, in the Navy, and various other Departments, we must look to the future greatness of the country in her commerce; and the best man which the Prime Minister had at his disposal should be made the Minister of Commerce. Mr. Sinclair observed that as at present constituted the Board of Trade, with its phantom components, had become a by-word in the land, and particularly to commercial men who had studied the problem of competition in England. Hitherto the failure of the movement for reform was due to the fact that they had not the advantage in the House of Commons of having a backing of public opinion and commercial men behind them. They must prevent their home markets from being further invaded; they must prevent their food supply from being in danger, and their mercantile marine from slipping away. Their administration at the present day was the same as it was 50 years ago, and then their commerce was only a third of what it was now. Instead of the present office of President of the Board of Trade he should like to see a President or a Minister of Commerce, assisted by an effective board which sat regularly once or twice a week, a board of permanent officials, each officiating representing a certain department and who had an intimate knowledge of that department. He amplified this suggested scheme, and said these officials should form the advisory board to a Cabinet Minister, a man who would be listened to by the Prime Minister and who was in the Cabinet by right. Later a resolution embodying these ideas was carried. Mr. Peter Stewart presided over the evening meeting, when Mr. Sinclair characterised the commercial administration of the country as obsolete and unfair to British traders, who, compared with foreign traders, laboured under disabilities as regards freightage. A similar resolution to that passed at the afternoon meeting was adopted.

NOTABLE SUCCESS BY THE HUMBERTS.

A Paris despatch dated the 21st ult. says:—The Humberts scored their first notable success to-day, when the Ninth Correctional Chamber announced their acquittal in the libel suit brought against them by M. Cattani, the banker. The costs of the prosecution were assessed against M. Cattani. The Court delivered a lengthy judgment, the main point of which was that the evidence failed to show bad faith on the part of the Humberts in all, but neither of them did any damage to any of us. Not one of our boat crew moved out of their beds all the time, and it was all over before the captain and the others from the back came out. Every one was frightened half to death. Our boy, who was up lighting the fire, was compelled not to speak, under the penalty of having his head cut off, and he concluded better our heads than his, so let them come right in on us without warning. Next day we learned that they did not stick to their boat very long, and that all our fears of their return were groundless; they had quite enough of it. We were sorry to hear of the sad fate that befel two of their number, and to feel that we had shed blood and, if the report was true, had taken life, for it is stated that two of them were left in the boat, one shot through the neck the other through the shoulders, while two more were wounded. Yet it was a matter of life and death to us, and I did not fire until after I was fired on, and when they fired the shot I did not know how many more were to follow or what might be next.

The *Matin* publishes a list of the creditors of Mme. Humbert, who were the chief persons accused. When the acquittal was announced, Mme. Humbert exclaimed: "At last the voice of justice is heard." The result of the trial was fully expected, and although it marks a temporary triumph for the Humberts, it is considered not to affect the main case, which involves the authenticity of the Crawford million. Public opinion appears to applaud the verdict, as the plaintiff, M. Cattani, is considered to be a bad type of the money-lender.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th E. 2nd Floor, 12th Street, Hongkong.

P. O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

M. R. EDWARD OWEN has been Authorised to use our Firm Name from this date.

TOEG & READ.

Hongkong, 18th March, 1903. [82]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE.

DURING my temporary absence from the Colony Mr. J. GOOSMANN will act as SECRETARY to the Company.

By Order of the Board of Directors.

T. ARNOLD,

Secretary.

Hongkong, 19th March, 1903. [801]

THE CHINA MERCHANTS' STEAM NAVIGATION COMPANY.

NOTICE.

I HAVE this Day taken over the duties of MANAGER of the above Company.

By Order of the Board of Directors.

CHAN DEWAN,

Manager.

Hongkong, 18th March, 1903. [803]

NOTICE.

THE Sale by Public Auction of Marine Lot No. 64 (19, Jervois Street) notified to take place on Wednesday, 25th March, 1903, has been POSTPONED. Notice will be given of such date as may hereafter be fixed for the Sale.

H. K. HOLMES,

Vendor's Solicitor.

Hongkong, 18th March, 1903. [806]

WANTED.

A YOUNG FOX TERRIER DOG (about 6 months old).

Apply to—

D. H.

Care of Daily Press Office.

Hongkong, 19th March, 1903. [807]

TO LET.

THE EYRIE, Peak; Furnished.

No. 1, CAMERON VILLAS, Mount Kellett.

Nos. 11, 12, 13 and 18, BELLIOS

TERACE.

For Terms and Particulars, apply to—

TURNER & CO.

Hongkong, 19th March, 1903. [809]

TO LET.

12, ABBUTHNOT ROAD, SIX-

ROOMED HOUSE.

Apply to—

E. A. de CARVALHO.

C. F. de CARVALHO.

Hongkong, 19th March, 1903. [804]

EASTERN EXTENSION AND

GREAT NORTHERN TELEGRAPH COMPANIES.

THE "VIA EASTERN" TELE-

GRAPHIC SOCIAL CODE.

THE above-mentioned Code is available for Telegrams sent by the lines of either Company, and may be consulted, or purchased, at the Companies' Office.

J. M. BECK,

Superintendent.

Hongkong, 19th March, 1903. [805]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on MONDAY, the 23rd inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 18th March, 1903. [809]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND

STRaits.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 18th March, 1903. [808]

HONGKONG CLUB.

NOTICE.

THE THIRD HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES of the Hongkong Club, payable on TUESDAY, the 31st MARCH, 1903, will be drawn at the HONGKONG CLUB HOUSE, at 11 o'clock A.M., TODAY (THURSDAY), the 19th MARCH, 1903.

Bearers of Debentures are invited to attend the Drawing.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 11th March, 1903. [809]

PUBLIC COMPANIES

THE GREEN ISLAND CEMENT CO. LIMITED.

THE FOURTEENTH ORDINARY ANNUAL MEETING of SHARE-HOLDERS in the Company will be held in THE COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, on 21st MARCH, 1903, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 21st March, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1903. [777]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the REGISTERED OFFICES of the Company, Nos. 38 to 40, Queen's Road Central, on THURSDAY, the 26th day of MARCH, 1903, at 12 o'clock noon, for the purpose of considering and if thought fit of passing the subjoined Resolutions:

1. That the Company may underwrite the whole or any part of the fire risks on all, or any, of its properties on the directors may from time to time determine.

2. That the sum of \$200,000 now standing to the credit of Permanent Reserve Fund be transferred to the credit of an "Insurance Reserve Fund" and that this Fund shall be credited with the same premiums on the properties underwritten by the Company as if they had been insured with other companies, and that all losses by fire shall be met out of the same Fund.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th March, 1903. [815]

CAMPBELL, MOORE & COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHARE-HOLDERS in the above Company will be held at the above COMPANY'S OFFICE, No. 29, Queen's Road Central, at 4 p.m., on TUESDAY, the 31st MARCH, 1903, for the purpose of receiving the Report of the Directors with a Statement of Account to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 31st MARCH, both days inclusive.

By Order of the Board of Directors.

M. A. A. SOUZA,

Secretary.

Hongkong, 16th March, 1903. [863]

PUBLIC LECTURE.

THE Reverend E. J. HARDY, author of "How to be Happy Though Married," has kindly consented to deliver a Lecture at the CITY HALL, TO-MORROW (FRIDAY), the 20th MARCH, 1903, at 5 p.m., on Marriage."

H. E. Sir WILLIAM GASCOIGNE, K.C.M.G., will take the Chair.

The Public are invited to this Lecture.

H. E. POLLACK,

Hon. Secretary,

Hongkong Old Voluntary Society.

Hongkong, 17th March, 1903. [873]

SITUATION WANTED.

WANTED by a Lady a Situation as House-keeper, Children's Nurse, or as an Assistant in a Millinery Store.

Address letter to—

FEMALE WARDEN,

Victoria Gaol.

Hongkong, 17th March, 1903. [862]

WANTED.

A HOUSE in the Central part of the Town suitable for a Studio.

Apply to—

C. W. CLARK,

Post Office Box No. 142.

Hongkong, 25th February 1903. [1643]

WANTED IMMEDIATELY.

A SHIP'S DOCTOR for a Short Voyage.

Apply—

DODWELL & CO., LTD.

Hongkong, 18th March, 1903. [837]

WANTED.

COMPETENT SALESMAN for English

House at Shanghai. Indents only. Soft goods.

State Experience and Salary required.

Apply—

LLOYD,

31A, Nanking Road, Shanghai.

18th March, 1903. [824]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORT LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSSSEN & CO.

Hongkong, 14th February, 1901. [683]

NOTICE OF REMOVAL.

WANG HING JEWELLER, has REMOVED on the 11th FEBRUARY to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY & WALSH).

Hongkong, 9th February, 1903. [1472]

PUBLIC AUCTION.

SATURDAY, the 21st of MARCH, 1903, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, A FINE COLLECTION OF OLD and RARE POSTAGE STAMPS, including MAEFENGKING BEZIEGED, TRIANGULAR CAPE ENGLISH PLATE NUMBERS, MULREADY COVERS, UNUSED COLONIALS, &c., &c.

Catalogues will be issued.

TELEMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 18th March, 1903. [882]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TO LET

TO LET.

No. 9, SALISBURY AVENUE, Kowloon.
Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 14th March, 1903. [109]

TO LET.

“THE RETREAT,” MOUNT KELLETT.
FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIPPON TERRACE.
GODOWNS at BROWNINGTON (PRAYA EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET.

FURNISHED completely for 9 months
from 13th May next. “T. H. HAWKES”
UPPER RICHMOND ROAD. SIX LARGE
ROOMED BUNGALOW, with TENNIS
COURT.
Apply to— A. H. S., Lane, Crawford & Co.
Hongkong, 14th March, 1903. [240]

TO LET.

SPACIOUS NEW HOUSES and FLATS,
Connought Road, Des Vaux Road and
Pottinger Street. Close to Blake Pier. Specially
suitable for Offices, Stores, &c. Rents very
moderate.
Apply to— S. A. SETH,
Dairy Farm Co.;
or
KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [80]

TO LET UNFURNISHED.

No. 33, CAINE ROAD. Available from
1st March.
“COOMBE” MAGAZINE GAP. Available
from 1st April.
Apply— Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

“CROWSNEST,” BARKER ROAD.
Completely Furnished. For Six
Months from April 1st.
Apply to the Office of the
FUMIGATING & DISINFECTING
BUREAU, LTD.,
27, Des Vaux Road.
Hongkong, 11th March, 1903. [811]

TO LET.

GODOWNS, paved with granite, at
Wanchai. Suitable for storage of Coal
or any other dry Merchandise. With Pier.
Apply to— HASON LEE,
255, Queen’s Road.
Hongkong, 6th December, 1902. [84]

TO LET OR FOR SALE.

“EL CECILIO,” No. 10, SAN
LOURENCO, Macao. From 1st
April next.
Apply to— DR. G. P. JORDAN,
2, Connought Buildings.
Hongkong, 3rd March, 1903. [698]

TO LET.

Nos. 10, 12 and 14, LEIGHTON HILL
ROAD.
For Particulars, please apply to
MR. LI PAK,
Care of Compradores,
NIPPON YUSEI KAISHA,
1st Floor No. 1, Prince’s Buildings, Chater Rd.
Hongkong, 5th December, 1902. [633]

TO LET.

Nos. 1, 3, “MAGDALEN TERRACE,”
Corner houses, MAGAZINE GAP.
Apply to— SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET.

OFFICES at 6, QUEEN’S ROAD
CENTRAL.
Apply to— G. GIRAUT,
Hongkong, 3rd January, 1902. [72]

TO LET.

FIRST FLOOR of No. 14, BEACON-
FIELD ARCADE, Queen’s Road
Central. From 1st April. Suitable for an Office.
For further Particulars, apply to—
H. YERA’S STUDIO,
Hongkong, 10th March, 1903. [787]

TO LET.

“EBSFOOT,” UPPER RICHMOND
ROAD.
Apply to— DEACON & HASTINGS,
10, Queen’s Road.
Hongkong, 30th October, 1902. [76]

TO LET.

FIRST FLOOR, No. 3, OLD BAILEY.
TOP FLAT of “SEAVIEW,” WANCHAI
GAP ROAD. Cool and healthy situation. Full
view of harbour.
No. 6, REDNAXELA TERRACE.
And others to suit various requirements.
S. A. SETH,
Care of the Dairy Farm Co., Ltd.
Hongkong, 13th March, 1903. [753]

TO LET.

“HARTLEY,” STONY BROOKE,
and “INGLEWOOD,” RICHMOND
ROAD.
Apply to— LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [150]

TO LET.

“KELLETT SPUR,” at MOUNT
KELLETT, “BISBEE VILLA,”
POPELUM ROAD, in first-class state of repair;
and Land on sea front Kowloon Marine Lot
No. 5, admirably suited for the storage of coal.
Apply to— LINSTEAD & DAVIS.
Hongkong, 13th March, 1903. [831]

TO LET.

FURNISHED HOUSE to be let at PEAK
for 2 or 3 months.
For Particulars, apply to— TURNER & CO.
Hongkong, 5th March, 1903. [732]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to— H. N. MODY,
Victor’s Building.
Hongkong, 2nd December, 1902. [82]

TO LET.

HOUSES at Nos. 2, 3 and 4, CHICO
TERACE, off Upper Peel Street.
Each house with Five Rooms and good
Servants’ Quarters. Rent Moderate.
Apply— COMPRADEORE,
Hongkong and Shanghai Banking
Corporation.
Hongkong, 31st January, 1903. [387]

TO LET.

FROM April 1st, the GROUND FLOOR
and the TOP FLOOR of No. 41, Des
Venus Road Central.
Apply to— C. S. L.,
Care of 81, Queen’s Road Central.
Hongkong, 16th March, 1903. [854]

TO LET FURNISHED.

A HOUSE at the PEAK from 1st April
Moderate Rent.
Apply to— W.,
Care of Daily Press Office.
Hongkong, 17th March, 1903. [867]

TO LET.

SECOND FLOOR, suitable for Office,
No. 35, QUEEN’S ROAD CENTRAL.
Apply to— WING CHEONG.
Hongkong, 7th January, 1903. [182]

TO LET.

N. 2, MACDONNELL ROAD.
No. 12, CASTLE ROAD.
No. 74, CAINE ROAD (formerly No. 40).
Nos. 7, 9 and 11, SEYMOUR ROAD.
1st FLOOR of No. 49, PEEL STREET.
GODOWN No. 324, PRAYA EAST.
Apply to— COMPRADEORE’S DEPARTMENT,
Nippon Yusei Kaisha.
Hongkong, 4th March, 1903. [844]

FIRST-CLASS BOARD & RESIDENCE.
“ST. GEORGE’S HOUSE,”
2 & 4, KENNEDY ROAD.

EXCELLENT Table. Every home comfort.
Well furnished rooms facing the harbour.
For terms, apply to—

Mrs. G. SACHSE,
“St. George’s House.”
Hongkong, 17th March, 1903. [632]

“TANG YUEN.”

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.

Apply— MANAGERESS,
Macdonnell Road;
or FAIRALL & CO., Queen’s Road.
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE.

Mrs. GILLANDERS,
“GLENWOOD,”
21, CAINE ROAD.
Hongkong, 20th September, 1902. [2515]

PRIVATE BOARD AND RESIDENCE

Nos. 12 and 14, QUEEN’S ROAD
CENTRAL. Entrance by Zelland
Street.
Hongkong, 3rd March, 1903. [700]

BOARD AND RESIDENCE.

Apply to— 9, SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903. [52]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pudding’s Hill.
Hongkong, 1st January, 1902. [892]

BROWN, JONES & CO.,
MONUMENTAL AND ORNAMENTAL
MASONRY,
Have on View and for Sale at their
Marble Yard,
ITALIAN MARBLE

Statuary Figures, Angels alongside Crosses,
Obelisks, Columns, Rustic and Plain Crosses
and Headstones; also

AMERICAN MARBLE
Crosses, Columns and Headstones; and
ABERDEEN GRANITE
Crosses and Headstones

For adults and children’s graves.
CEMETERY MEMORIALS
made to any design in Italian and American
Marble and Hongkong Grey and
Blue Granite.

Special attention paid to
LETTERING IN ANY STYLE OR
LANGUAGE
in imperishable lead, lead cement, gold, or black

All work and material guaranteed to be the
best and most durable.

Prices to suit the times.

Orders from exports carefully and promptly
executed.

Office—No. 17A, Queen’s Road Central, 1st
Floor, Marble Yard—No. 18, Morrison Hill
Road, Hongkong.

Hongkong, 9th January, 1903. [342]

THE AMERICAN SYSTEM

DENTISTE Y.

Dr. M. H. CHAUN,
27, Des Vaux Road CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1902. [746]

SIDE-LIGHTS AND LARGE
STEAMERS.

With the object of eliciting the opinions of
competent men on a matter affecting the public
safety at sea, Mr. Basil C. Combe, master
mariner and Younger Brother of the Trinity
House, has addressed to the Master and Elder
Brethren of the Trinity House the following
open letter, with a request for their favourable
consideration of it:—

“Sir.—I respectfully beg leave to submit to
the Master and Elder Brethren of the Trinity
House a suggestion for a simple and inexpensive
improvement in the regulations for side-lights
of vessels at sea. Now that there has been so
great an increase in the number of monster
steam vessels carrying passengers, navigated at
great speed and lighted by electricity, a difficulty
which I have long felt to be serious has become
intensified. On passing or overtaking such
vessel, large or of intermediate size, with tier
upon tier of electrically lighted cabins, it is often
impossible to pick out the red or green
side-lights (generally modest oil-lamps) from
the glare, and but for the now happily common
double masthead lights (one at the fore and one
at the main) one cannot tell in which direction
such a vessel is travelling. However, these
double lights tell only part of her movements,
and by no means permit us to dispense with
side-lights. The rule of the road at sea has
still to be maintained. I cannot do better than
give an instance in point. A present member
of my ship’s company was recently a passenger
by one of these great liners. On meeting at
sea a sister ship he remarked to the captain
that he could not make out her side-light.
The captain answered, ‘I can, because she was
my last command, and I know where to look
for it.’

“My suggestion is that the remedy is to be
found in screening all cabin-lights at sunset
when the order is given for the regulation lights
to be exhibited, and that each cabin porthole on
the starboard side be screened by a small green
curtain, with red curtains on the port side.
These curtains should not be too thin to permit
beams of light to travel any great distance but
thick enough to produce merely a green or a red
shimmer near at hand. The side-lights could be
then readily picked out. To determine the
exact thickness and colour of the material
would be a matter of simple experiment. Of
course, red curtains shutting in all light would
be almost equally effective. The extra work of
drawing these curtains is, of course, trifling,
and the cost inconsiderable compared with the
advantage to be derived from the system.
Without wishing to sound any alarm, I maintain
that many an unknown risk is run by the
travelling public and by our seafaring men
under the present absurd and reckless system,
and in the interest of all I venture to appeal to
the Elder Brethren to give my proposal their
favourable consideration. It is, moreover, only
by their influence that such a regulation could
obtain international effect.

“I cannot resist the conclusion that the present
practice is an infringement of the spirit of
Article I of the ‘Regulations for Preventing
Collisions at Sea’ (Order in Council of November
27, 1896), which reads:—‘The rules con-
cerning lights shall be complied with in all
weathers from sunset to sunrise, and during
such time no other lights which may be mistaken
for the prescribed lights shall be exhibited.
The glare from electrically lighted cabins can
not, of course, be “mistaken for” side-lights,
but it hides them, and the present practice
merely evades the spirit of the rule. If the rule
were re-worded, it would have the desired effect.
In order to obtain a possible practical improve-
ment on this suggestion, I have ventured,
respectfully to make this an open letter to the
Elder Brethren, and to send a copy of it to the
Editor of the Times.

NOW ON SALE.

THE DIRECTORY AND CHRONICLE
FOR CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHER-
LANDS INDIA, PHILIP-
PILES, BORNEO, &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY

AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR 1903.

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“INVINCIBLE” CENTRIFUGAL
PUMPING MACHINERY
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SMALL, MADE FOR SEWAGE OR
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SPECIAL PUMPING MACHINERY FOR
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THE OFFICE OF THIS PAPER.

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1250-1

TRADE MARK

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commanding from Green Island. Vessels anchoring nearest Kowloon at mark *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *h.k.w.*, together with the number denoting the section SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

INATION	VESSEL'S NAME	FLAG & B&G	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON, &c. VIA PORTS OF CALL.	MALTA	Brit. str.	2 m.	C. L. W. Field	P. & O. S. N. Co.	28th inst., at Noon.
LONDON VIA GENOA	KINTUCK	Brit. str.	2 m.		BUTTERFIELD & SWIRE	31st inst.
LONDON	PRINZ HEINRICH	Brit. str.	2 m.		BUTTERFIELD & SWIRE	14th April.
LONDON	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	28th April.
LONDON	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	12th May.
LIVERPOOL VIA GENOA	DEUGALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	23rd April.
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	AWA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	21st inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	ERNEST SIMONS	Fren. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	24th inst., at 4 A.M.
MARSEILLES, LONDON & ANTWERP	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	MESSAGERIES MARITIMES	4th April, at Daylight.
BLEMEN, VIA PORTS OF CALL	GLAUCUS	Brit. str.	2 m.		NIPPON YUSEN KAISHA	14th April.
HAIRE, Bremen & HAMBURG	PRINZ HEINRICH	Ger. str.	2 m.		BUTTERFIELD & SWIRE	1st April, at Noon.
HAIRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.		von Doehren	24th inst.
HAIRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.		MAYER	28th April.
HAIRE & HAMBURG	SAMBIA	Ger. str.	2 m.		SCHMIDT	10th April.
HAIRE & HAMBURG	SERINA	Ger. str.	2 m.		DEINAT	21st April.
HAIRE & HAMBURG	SAXONIA	Ger. str.	2 m.		BREHMER	5th May.
HAIRE & HAMBURG	SEGOVIA	Ger. str.	2 m.		FORCK	19th May.
HAIRE & HAMBURG	NIPPON	Ans. str.	2 m.		KLAUSBERGER	2nd June.
TRIESTE &c. VIA SINGAPORE, &c.	SENECA	Brit. str.	2 m.		SANDER, WIELER & CO.	About 28th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	APRIDI	Brit. str.	2 m.		STANDARD OIL CO.	About 15th April.
NEW YORK, VIA PORTS & SUEZ CANAL	TARTAR	Brit. str.	2 m.		DODWELL & CO., LTD.	1st April.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	1st April, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	ONATA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	23rd inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	LYRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	24th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	2 m.		DODWELL & CO., LIMITED	24th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOGA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	7th April, at 4 P.M.
PORTLAND, OREGON	INDRASAMHA	Brit. str.	2 m.		PORTLAND & ASIATIC S. S. CO.	26th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	27th inst., at 4 P.M.
AUSTRALIAN PORTS	CHINGU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	5th April.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	9th April, at Noon.
YOKOHAMA & KOBE	FRANZ FERD. N.	Aus. str.	2 m.		SANDER, WIELER & CO.	To-day, P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SOCOTRA	Brit. str.	2 m.		P. & O. S. N. CO.	or about 24th inst.
MOJI & KOBE	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	or about 25th inst.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-day.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	25th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	SINGAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	2st inst.
SHANGHAI, YOKOHAMA & KOBE	SACHSEN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	2st inst.
TAMSU, VIA SWATOW & AMOY	MARIA VALERIE	Ans. str.	2 m.		BUTTERFIELD & SWIRE	28th inst.
FOOCHOW, VIA SWATOW & AMOY	BALLAARAT	Brit. str.	2 m.		NIPPON YUSEN KAISHA	27th inst., at Noon.
ANPING, VIA SWATOW & AMOY	DAICI MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	2st inst.
SWATOW, AMOY & FOOCHOW	MAJDUBU MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	2st inst.
CEBU & ILOILO	HAITAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	25th inst.
CEBU & ILOILO	NANCHANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
MANILA	HANGCHOW	Brit. str.	2 m.		BUTTERFIELD & SWIRE	28th inst.
MANILA	KAIFONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	ROHILHA MARU	Jap. str.	2 m.		SHEWAN, TOME & CO.	21st inst., at 10 A.M.
MANILA	ZAFIRO	Brit. str.	2 m.		JARDINE, MATHESON & CO.	23rd inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	25th inst.
MANILA	SUNGKANG	Brit. str.	2 m.		SHEWAN, TOME & CO.	6th April.
MANILA	RUBLI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	28th inst., at 10 A.M.
HINGTU	YINGHUA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	21st inst., at Noon.
BONBAY, VIA SINGAPORE & COLOMBO	LAINANG	Brit. str.	2 m.		NIPPON YUSEN KAISHA	21st inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	NAMKIN	Brit. str.	2 m.		P. & O. S. N. CO.	About 24th inst.

SHIPPING.

ARRIVALS.
Mar. 17, CHOWTAI, German str., 1,115, H. Texier, Bangkok 11th March, Rice.—

NOEDDEUTSCHER LLOYD.—
Mar. 17, HUE, French steamer, 705, Godinou, Haiphong 16th March, General—A. H. Martz.

Mar. 17, TETRAU, German str., 1,570, W. A. Dines, Singapore 11th March, Rice.—

SIEMSEN & CO.—
Mar. 18, ABIEL, Norwegian str., 920, J. Rafen, Wulu and Chinkiang 12th March, Rice and Groundnuts.—

ONDE—
Mar. 18, AMARA, British str., 1,566, G. J. Mattock, Scutari 8th March, Sugar—J. R. DINE, MATHESON & CO.

Mar. 18, DAICI MARU, Japanese str., 847, T. W. Groves, Tamsu via Amoy and Swatow 16th March, General—OSAKA SHOSEN KAISHA.

Mar. 18, DECIMA, Gor. str., 793, H. Schlaikier, Wuhsu and Chinkiang 13th March, Rice.—

SANDEE, WIELER & CO.

Mar. 18, EMPEROR OF CHINA, British str., 3,000, R. Archibald, R.N.E., Vancouver 24th Feb. Mail and General—C. P. R. Co.

Mar. 18, ELATI, NASSACK, German str., 1,161, H. Bruhn, Chinkiang 11th March, Rice and General—EAST ASIATIC TRADING CO.

Mar. 18, GLENHEIR, British str., 2,224, J. Mc Gilivray, London and Singapore 12th Mar. Gen.—McGREGOR BROS. & GOW.

Mar. 18, HAITAN, British str., 1,681, J. S. Rouch, Swatow 17th March, General—

DOUGLAS LAPRAIK & CO.

Mar. 18, HILINA, U.S. gunboat, 1,391, Stanton, Manila 15th March, General—

Mar. 18, HUPEH, British str., 1,204, Mentheb, Saigon (3rd March, Rice—BUTTERFIELD & SWIRE.

Mar. 18, HONG MOH, British str., 2,555, Stack, Penang via Singapore 9th March, General—CHINESE.

Mar. 18, MARIA RICKMERS, German str., 1,017, H. Handlin, Wuhsu and Chinkiang 13th March, General—OEWASITINCH CO.

Mar. 18, NISOT, British str., 2,385, Baker, Shanghai 15th March, General—BUTTERFIELD & SWIRE.

Mar. 18, OREGON, U.S. cruiser, 3,97, Burwell, Woosung 15th March.

Mar. 18, RAIN, Norwegian str., 726, H. Olsen, Saigon 11th March, Rice—CHINESE.

Mar. 18, STULD, Norwegian steamer, 914, J. Hendrikse, Bangkok 10th March, Rice—

CHINESE.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE, 18th March.

Athenian, British str., for Shanghai.

Chingang, British str., for Shanghai.

Huhsu, British str., for Kobe.

Iaydene, British str., for Saigon.

Taifu, German str., for Wuhsu.

DEPARTURES.
18th March.

Athenian, British str., for Vancouver.

CARL DIEDERICHSEN, Ger. str., for Haiphong.

CHOTSA, British str., for Shanghai.

HAMBURG, German str., for Europe.

HONGKONG MARU, Japanese str., for Shanghai.

HUPEH, British str., for Kobe.

KIUKIANG, British str., for Ningpo.

MAHDURU MARU, Japanese str., for Swatow.

MALAYA, Russian str., for Singapore.

PROGRESS, German str., for Toulon.

SKIDDU MARU, Japanese str., for Saigon.

SELUN, Norwegian str., for Wuhsu.

THALIS, British str., for Swatow.

WAKAMATSU MARU, Jap. str., for Nagasaki.

YUNLAI IN DOCK.

18th March.

ABERDEEN DOCKS.—

K. WILSON DOCKS.—Kuhsan, Compania de Frutillas Sherman, Isla de Cuba, Paul Doumer, Zafiro, H.M.S. Bramble.

COSMOPOLITAN DOCK.—Eclipse.

SHIPPING REPORTS.

The German steamer *Edda Nossack*, from Clinkiang 11th inst., had northerly and easterly winds, rain and fog during voyage.

VEHICLES ADVERTISED AS LOADING.
1. FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship.

"LAISANG,"
Captain M. Courtney, will be despatched as above on SATURDAY, the 21st inst., at Noon.
For Freight or Passage, apply to JADINE, MATHESON & CO., General Managers, Hongkong, 14th March, 1903. [851]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship.

THE Company's Steamship.

"LAISANG,"

Captain M. Courtney, will be despatched as above on SATURDAY, the 21st inst., at Noon.

OCEAN STEAM SHIP CO., LTD

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"MENELEAUS"	On 25th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON VIA GENOA	"KINTUCK"	On 31st March.
LONDON	"PINGSBURY"	On 14th April.
LONDON	"JASON"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.

LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL
LIVERPOOL VIA GENOA	"DEUCALION"	On 28th April.

CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 14th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 23rd March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[10-12]

Hongkong, 17th March, 1903.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"CHINGTU"	On 18th March.
CEBU and ILOILO	"HANGCHOW"	On 20th March.
SHANGHAI	"SINGAN"	On 21st March.
SWATOW, CHEFOO and TIENTSIN	"NANCHANG"	On 25th March.
MANILA	"SUNGKIAH"	On 25th March.
CEBU and ILOILO	"KAIKONG"	On 28th March.
MANILA	"CHINGTU"	On 6th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 10th March, 1903.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila Direct	Sat, 21st Mar, 10 A.M.
RUBLI	2540	R. W. Almond	Manila Direct	Sat, 28th Mar, 10 A.M.
PERLA	1880	R. McGinty		

For Freight or Passage, apply to—

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

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Hongkong, 16th March, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

STEAMERS

LEAVING

TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 22nd March.
TAMSUI, VIA SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 29th March.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 25th March.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 1st April.
THE CO.'S new Steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.		

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 19th March, 1903.

T. ARIMA, Manager

[5]

TOYO KISEN KAISHA

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager

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Hongkong, 17th March, 1903.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager

[478]

OCEAN STEAM SHIP CO., LTD

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"MENELEAUS"	On 25th March.
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GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON VIA GENOA	"KINTUCK"	On 31st March.
LONDON	"PINGSBURY"	On 14th April.
LONDON	"JASON"	On 28th April.

LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL
LIVERPOOL VIA GENOA	"DEUCALION"	On 28th April.

CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 14th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 23rd March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[10-12]

Hongkong, 17th March, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE."

Captain Berlitzberg, will leave for the above

places on SUNDAY, the 22nd inst., at DAY-

LIGHT.

This Steamer has capital accommodation for

Passengers, Electric Light and carries a Doctor.

POST OFFICE NOTICES.

The *Sachsen*, with the German Mail of the 17th ult., left Singapore on Saturday, the 14th inst., at noon, and may be expected here to-day.
The *Doric*, with the American Mail of the 21st ult., left Yokohama on Friday, the 13th inst., a.m., and may be expected here on or about Saturday, the 21st inst.

MAILS WILL CLOSE.

FOR	FROM	DATE
Caution	Hankow	Thursday, 19th, 7.30 A.M.
Singapore, Penang and Colombo	Formosa	Thursday, 19th, 9.00 A.M.
Singapore	Deutero	Thursday, 19th, 11.00 A.M.
Macau	Heungshan	Thursday, 19th, 1.15 P.M.
Nagasaki, Kobe, and Yokohama	Beulairig	Thursday, 19th, 2.00 P.M.
Shanghai	Chungku	Thursday, 19th, 3.00 P.M.
Kobe	Tsungkong	Thursday, 19th, 4.00 P.M.
Kumchuk and Samsui	Franz Ferdinand	Thursday, 19th, 4.00 P.M.
Yokohama and Kobe	Tailes	Thursday, 19th, 5.00 P.M.
Nanau	Portau	Thursday, 19th, 5.00 P.M.
Canton	Hue	Friday, 20th, 9.00 A.M.
Quang Chow, Hoitow, Pakhoi, and Haiphong	Holton	Friday, 20th, 10.00 A.M.
Swatow, Amoy and Foochow	Rohilla Maru	Friday, 20th, 11.00 A.M.
Manila	Hanging	Friday, 20th, 2.00 P.M.
Shanghai	Hongkow	Friday, 20th, 3.00 P.M.
Cebu and Illoilo	Eastern	Friday, 20th, 4.00 P.M.

TO-DAY.

Drawing of Sixty-five Debentures of the Hongkong Club, Hongkong Club House, 11 a.m. Sale, Japanese Ware, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

TO-MORROW.

Sale, Leathold Properties, Sales Rooms, Mr. P. Lamont, 3 p.m. Lecture by Rev. E. J. Hardy, City Hall, Govt. 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

18th March.

ON LONDON.—	Telegraphic Transfer	162
	Bank Bills, on demand	161
	Bank Bills, at 30 days' sight	17
	Bank Bills, at 4 months' sight	174
	Credits, at 4 months' sight	174
	Documentary Bills, 4 months' sight	74
ON PARIS.—	Bank Bills, on demand	198
	Credits, at 4 months' sight	2024
ON GERMANY.—	On demand	1614
ON NEW YORK.—	Bank Bills, on demand	381
	Credits, 60 days' sight	394
ON BOMBAY.—	Telegraphic Transfer	1174
	Bank, on demand	1174
ON CALCUTTA.—	Telegraphic Transfer	1174
	Bank, on demand	1174
ON SHANGHAI.—	Bank, at sight	731
	Private, 30 days' sight	742
ON YOKOHAMA.—	On demand	774
ON MANILA.—	On demand	1 p.c. 1 m.
ON SINGAPORE.—	On demand	Nominal.
ON BATAVIA.—	On demand	951
ON HAIPHONG.—	On demand	3 p.c. pm.
ON SAIGON.—	On demand	2 p.c. pm.
ON BANGKOK.—	Cd demand	691
	£ VERBON, Bank's Buying Rate	812.50
	£ ID LEAT, 100 fine, per tael	815.30
	£ SILVER, per oz	22.4
OPIUM.	Quotations are not to 1 cent.	
	Malwa New	to per picul
	Malwa Old	\$1080 to \$1190
	Malwa Older	\$1110 to \$1130
	Malwa V. Old	\$1140 to \$1160
	Persian fine quality	\$780 to —
	Persian extra fine	— to —
	Patna New	\$1107 to — per cwt.
	Patna Old	— to —
	Banaras New	\$1087 to —
	Banaras Old	— to —

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Sachsen* left Singapore on the 14th inst., at noon, and may be expected here to-day, a.m.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the 17th inst., p.m. The Indo-China steamer *Kunmoy* left Calcutta for this port, via the Straits, on the 11th inst., and may be expected here on the 28th inst.

THE AMERICAN MAIL.

The O. & O. steamer *Doric* left Yokohama for this port on the 13th inst., a.m., via Iland Sea, &c.

The P. M. steamer *Silera* left San Francisco for this port, via Honolulu, &c., on the 11th inst.

REMBANT STEAMERS.

The N.Y.K. steamer *Ara Mare* (European Line) left Shanghai for this port on the 16th inst., p.m., and is expected here to-day.

The "Mogul" Line steamer *Afroditi* left Singapore on the 14th inst., a.m., and may be expected here to-morrow.

The "Shir" Line steamer *Pemyslavia* left Singapore on the 16th inst., and is expected here on the 22nd inst.

The P. & O. steamer *Pekin* left Singapore for this port on the 17th inst., at 6 a.m.

The N.Y.K. steamer *Bamby Maru* (Bombay Line) left Kobe via Moji for this port on the 16th inst., p.m., and is expected here on the 22nd inst.

The N.Y.K. steamer *Kunmoy* (Australian Line) left Kobe via Moji and Nagasaki for this port on the 17th inst., p.m., and is expected here on the 24th inst.

The N.P. steamer *Olympia* left Victoria (B.C.) for Yokohama and the usual ports on the 28th ult.

The P. & O. steamer *Indiarani* left Portland (Or.) for this port via Yokohama, Kobe and Moji, on the 8th inst., and may be expected here on the 28th ult.

The N.P. steamer *Tacoma* left Victoria (B.C.) for Kobe direct on the 8th inst.

PASSENGERS.

ARRIVED.

Per *Haitan*, from Coast Ports, Mr. and Mrs. A. Bannan, Misses C. Bonnall and Messing and three children.

Per *Formosa*, from Yokohama, &c., Mrs. Weeks and family, Mrs. Hobson, Mrs. Godfrey, Misses Hobson and Ada Hobson, Messrs. Dunfris and Fricke and Master Hobson.

Per *Glenelch*, from London, Messrs. Foster, Dalmych and Kerblinger.

Per *Empress of China*, from Vancouver, Mr. and Mrs. J. McLean; from Shanghai, Messrs. T. K. Tweed, C. Wedemeyer and W. Stewart, Harrison.

Per *Daigai Maru*, from Tamsui, &c., Mr. S. Allen.

DEPARTED.

Per *Athenian*, for Shanghai, Mr. and Mrs. J. T. Davis, Mr. and Mrs. Carenza, Mr. and

JOINT STOCK SHARES.

Hongkong, 18th March.

COMPANY	PAID UP	QUOTATIONS
Hongkong & Shanghai	\$125	\$90, buyers
Nat'l. Bank of China	\$125	\$22, buyers
A. Shares	\$28	\$22, buyers
B. Shares	\$28	\$10, sellers
Four Shares	\$21	\$10, sellers
Bell's Asbestos E. A.	\$2	\$12, buyers
Campbell, Moore & Co.	\$12	\$7.
China-Borne Co., Ltd.	\$10	\$4, sales & buy.
China Light & Power Co., Ltd.	\$10	\$10.
China Prov. L. & M.	\$10	\$10, buyers
China Sugar	\$10	\$10, sellers
Cigar Companies	\$10	\$10.
Athamra, Ltd.	\$600	\$352.
Philippine Tobacco Trust Co., Ltd.	\$30	\$26, sales & buy.
Cotton Mills	\$10	\$10.
Ewo	100	Rs. 37.
International	75	Rs. 38.
Laou Kong Mow	100	Rs. 40.
Loeychee	500	Rs. 160.
Hongkong	100	Rs. 163, buyers
Dairy Farm	\$8	\$11, buyers
Feawick & Co., Ltd.	\$25	\$44, ex div.
Green Island Cement	\$30	\$23, buyers
Hongkong & C. Gas	\$10	\$14, buyers
Hongkong Electric	\$10	\$14, buyers
H. H. L. Travways	10	Rs. 112, sales
H. K. Steam Water-boat Co. Ltd.	\$60	\$138, ex div. buy.
Hongkong Hotel	\$25	\$228.
H. & K. Wharf & G.	\$60	\$231, sales
Hongkong P. & G.	\$60	\$110, buyers
H. & W. Doct.	\$60	\$205, buyers
Insurance	\$60	\$160, sales
Canton	\$20	\$81, buyers
China Fire	\$80	\$59, rate & buy.
North China	225	Rs. 100, buyers
Strait	320	Rs. 11, nominal
Union	130	\$530, buyers
Yungtze	100	\$135, buyers
and Building	\$100	\$176, sellers
Hongkong Land Inv.	\$100	\$122, buyers
Humphreys Estate	\$10	\$12, buyers
Kowloon Land & B.	\$30	\$33, buyers
West Point Building	\$60	\$63, buyers
Luxon Sugar	\$100	\$24, sellers
Almanic Invest. Co. Ltd.	\$5	\$15.
Mining	Fca. 250	\$600, sellers
Charbonnages	\$10	\$12, buyers
Do. Priference	\$10	\$2, buyers
Rauba	1910	Rs. 973, buyers
New Amoy Dock	\$60	\$271, sales & buy.
Riente Hotel, Manila	\$60	\$271, sales & buy.
Powell, Ltd.	\$10	\$10, buyers
Robinson Piano Co., Ltd.	\$60	\$60, nominal
Trade Union	\$10	\$27, sales
China and Manilla	\$25	nominal
Douglas Steamship	\$50	\$43, buyers
H. Caution and M.	\$15	\$64, buyers
Indo-China S. N.	210	\$100, sales
Lei-Transport and Trading Co.	\$1	\$1.10, sellers
Star Ferry	\$10	\$26, buyers
Lebanon Planting Co.	\$5	\$14, sellers
United Asbestos Co.	\$4	\$11, sellers
Do.	\$10	\$15.
Universal Trading Co., Ltd.	\$20	\$22, sellers
Watkins, Ltd.	\$10	\$81, sellers
Watson & Co., A. S.	\$10	\$14, sales

VERNON & SMYTH, Brokers.

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition

Lieber's Standard Code.

Hongkong, 13th March, 1903.

[3404]

HIGH-CLASS CHRISTMAS CAKES.

decorated ... from \$1.00

Plain Christmas Cakes ... from \$0.60

German Sand Cakes ... from \$1 to \$5.00

Assorted Pastry Cakes ... per dozen \$0.60

Scotch Burns ... from \$1.50

Fresden Stollen ... from \$2.00

Mince Pies ... per dozen 2.40

Chicken and Ham Pies ... from \$0.30